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24 FEBRUARY 1995 | ISSUE 295

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Break in at Marsham Street



Buses For All — Accessible Special Issue



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Front Cover:

One of Yorkshire Traction's latest acquisitions, an East Lancs bodied Scania L113CRL Flexci.

News

Mercedes-Kassbohrer deal approved

The European Commission has given the go-ahead for Mercedes Benz to acquire Kassbohrer, manufacturer of the Setra range of integral buses and coaches. There had been fears that the Commission would reject the deal because the combined group's market share is 57% of the German market.

Mercedes Benz had previously announced its intention to retain Kassbohrer's plants within a new company which will incorporate both the German and Turkish Mercedes plants. A further statement is expected from Stuttgart in the near future and Bus & Coach Buyer will publish details of this as soon as they are available.

Meanwhile, Kassbohrer UK Ltd, Kassbohrer's British subsidiary has announced that sales of its new S250 Special model are well on target with deliveries scheduled to start within the next two months.

KHCT routes recast

Kingston upon Hull City Transport is to recast its bus network with effect from Sunday 26 February, with additional journeys being introduced on many routes. In the first major changes since KHCT became a subsidiary of Stagecoach in November, frequencies are being increased on routes 3, 4, 8, 10, 11, 13, 14, and 27, while the 28X service has been extended. A new weekday evening service numbered 11A has been introduced between Bransholme and St Andrews Quay to tie in with showings at the UCI cinema.

Stephen Warnock-Smith, Traffic and Marketing Director, commented, 'The benefits of the Stagecoach takeover are just beginning to filter through for Hull's travelling public. Substantial investment will see new double and single deck vehicles on the streets of Hull, and we will soon be announcing a revolutionary new on-board ticketing system to start in April, where passengers will be able to buy a variety of multi-journey tickets from the driver without going into the city centre Network Shop.'

Marshall St break-in

Thieves broke into the Department of Transport's headquarters in Marshall Street on the night of Thursday 16 February, entering offices on a number of floors, including the one containing Secretary of State, Dr Brian Mawhinney's office. Around 50 personal computers were damaged and various parts were stolen.

It is not thought that any sensitive material was taken as the Department's policy is that all work should be locked away in security cabinets before staff leave at the end of each day, and none of these cabinets appeared to have been touched. Though some disruption was caused to services on the Friday while police conducted a thorough forensic investigation, normal working had resumed by the following Monday morning.

The police are looking at film taken by security cameras and the Department of Transport has mounted a full investigation into the break-in which is being conducted with the Department of the Environment who have responsibility for the Marshall St complex.

Spanish renewal

The Spanish Ministry of Industry and Energy has decided to revise part of its industrial renovation plan which was introduced last October, in order to make it easier for Spanish operators to replace ageing trucks, buses and coaches.

The plans aims to take out of circulation as many vehicles over 10 years old as possible. The revised scheme allows the export of usable vehicles to other countries but more importantly, extends the credit facilities open to operators wanting to buy new vehicles. The Ministry has arranged a line of credit with ICO (Instituto Oficial de Credito) to the value of up to 100,000 million pesetas (slightly under £500 million).

It is envisaged that around 10% of the total vehicle parc should be renewed as a result, and because buses and coaches tend to serve for longer than trucks, public transport stands to be the main beneficiary.

Plaxton's record year for deliveries

Plaxton Coach & Bus has announced that 1994 was a record year for sales of vehicles with almost 1100 delivered. The company claims that sales of Premiere coach bodies accounted for close to 50% of the total coach market compared with 32% the previous year. Production was up from eight to eleven a week for 1994 and is set to remain at this higher level throughout 1995. A significant factor in this growth was an increase in the number of small fleets specifying Plaxton.

Bus production also rose sharply with Scarborough manufacturing 396 of the 961 midibuses sold. The Pointer midi design should exceed its success of 1994 this year as production is set to rise to 12 a week. The 1000th example was delivered last Summer and Plaxton is predicting that the 2000th will be delivered late in 1995. Sales of the Beaver coachbuilt minibus design on the Mercedes chassis were also buoyant and a new dedicated production facility was created for it at Anston, freeing more space to build other models at Scarborough. The other main Plaxton bus product, the Verde single decker, sold 86 examples in 1994 and promises to considerably exceed this in 1995. Among recent orders for Verde is one from Go Ahead Group for 30.

MD, Neil Beresford commented, 'The 1990s have seen Plaxton make the successful transition from being totally dependent on coaches to becoming a key player in the bus market.' Sales and Marketing director, David Quainton, added, 'Operators of all types are now far more willing to invest in new vehicles. The result is that with our broadest ever product range we are now producing more vehicles for more customers. Plaxton products - Premiere, Pointer and Beaver - are clear market leaders in their respective sectors and with orders already in place Verde will be a very strong performer in 1995.'



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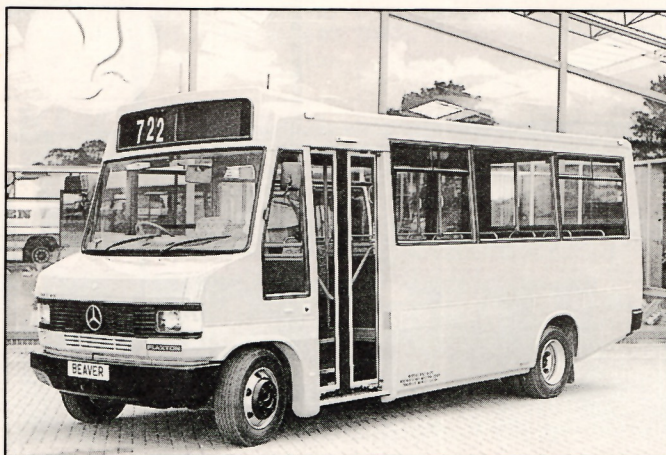
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A black and white photograph of a white Scania K113H coach bus parked outdoors. The bus is a long, low-profile vehicle with large windows and a prominent front grille. The license plate reads 'EG78 CGA'. The bus is parked on a dirt or gravel surface with trees and foliage in the background.

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News

Mercedes Sprinter details

Mercedes has announced the Sprinter van range to replace both the T1 and MB100D ranges covering the GVW 2.5 to 4.6 tonnes sector of the market. With the new 208D to 414D family it hopes to increase its share of the Western European van market from 13% to 20%. DM1.4 billion has been invested in the development of the models. The UK launch will take place in May.

Mercedes vans and chassis cowlings have long been popular for PCV applications and the company's announcement that, 'Sprinter's effective prices are much on the same level as those of the major competitor in the corresponding van segment,' suggests that its price/value strategy could have some real benefits for operators. Specifications have been increased and now include power steering, disc brakes on all four wheels and ABS

as standard. Mercedes also claim that fuel consumption has been reduced by up to 15% and maintenance and repair costs per kilometre halved.

Nine basic models between 2.5 and 4.6 tonnes are offered with wheelbase lengths of 3000mm, 3550mm and 4025mm. Two diesel engine options provide a choice of 58kW or 90kW and there is also a 2.3 litre 105kW petrol unit. Gearbox options are a new five speed manual or the existing four speed automatic on the petrol and the larger of the diesels. Eight different rear axle ratios will be offered.

John Fox leaves Marshall

John Fox, Director of Operations, Bus Division at Marshall of Cambridge has left the company to concentrate on external business consultancy commitments, having successfully re-established Marshall in the bus market. In a statement, the Marshall Board of Directors thanked him for his contribution and wished him every success for the future.

To ensure continuity, John Myers has been promoted to the position of Sales/Engineering Director of Marshall Bus with immediate effect.

National Express in airport bid

National Express Group plc has made a £7,126,000 bid to acquire the whole of the issued share capital of Bournemouth International Airport plc from Bournemouth Borough Council and Dorset County Council, upon whose approval the offer is conditional. Officers of both Councils are recommending the sale and it is anticipated that completion will take place on 3 April 1995. National Express Group already owns East Midlands Airport which it bought in 1993.

CPT Western Region Annual Dinner & Dance

The Western Region of CPT is to hold its annual dinner & dance at the Langstone Cliff Hotel, Dawlish on Saturday 8 April 1995. Prior to the event there will be a trade show in

the hotel grounds between 11.00 and 16.45 which will be followed by the regional AGM at 17.00.

Tickets for the dinner & dance cost £25.00 each. Con-

tact R.C.Anderson, Regional Secretary, 'Southdown,' Smokey Cross, Haytor, Newton Abbot, Devon. TQ13 9XU. Telephone 0364 661365. Some overnight accommodation has been reserved at the hotel at the preferential rate of £22.50 each in a shared twin room and £27.50 single. For hotel bookings telephone 0626 865155.



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1986 VOLVO B10M PLAXTON PARAMOUNT 3500, low driver, 49 reclining seats, courier seat, centre demount sunken toilet, double glazed, air cond, drinks machine, aircraft lockers, PA **£58,500**

1985 Sept C VOLVO B10M PLAXTON PARAMOUNT 3500, 53 reclining retrimmed seats, plus courier, double glazing, Webasto, curtains, provision for centre toilet/continental door, repainted white, exceptional **£55,000**

1983 PP VOLVO B10M BERKHOF EVEREST, 49 retrimmed vogel seats, courier, rear sunken toilet, bunks, drinks, Telma, splitter, radio/PA/TV, video, mint, must be seen **£32,500**

1983 PP VOLVO B10M JONCKHEERE P90, 59 reclining seats, toilet, radio/PA **£27,500**

1981 VOLVO B58 DUPLÉ DOMINANT IV, 57 seater, double glazing, POD, rad/PA, new test **£12,000**

1981 VOLVO B10M DUPLÉ DOMINANT IV, 50 reclining seats, d/glazed, Telma, POD, radio/PA **£16,500**

1980 VOLVO B58 VAN HOOL ALIZEE, 52 seater, radio/PA, POD, immaculate **£18,000**

OTHERS

1990 KASSBOHRER SETRA 215 HD, Mercedes V8, 49 reclining seats, courier, retarder, bunk, boiler, fridge, TV, video **£88,500**

1989 F DAF SB2300 CAETANO ALGARVE, 53 reclining seats, courier seat, rear continental door, radio/PA, cassette, new test **£49,500**

1988 LEYLAND TIGER CUMMINS L10 PLAXTON PARAMOUNT 3500, 44 reclining seats, courier seat, rear sunken toilet, servery including fridge, boiler, optics, wardrobe, wired for TV/video, curtains, d/glazed, manual with Telma, mint **£52,500**

1988 DEC CHARISMA SANOS, Mercedes engine and gearbox, 49 reclining seats, courier seat, centre sunken toilet, air conditioning, radio/PA/TV **£35,000**

1987 VAN HOOL ASTROMEGA, 73 reclining seats, 2 crew, toilet, servery, reconditioned MAN 360 engine, retarder **£70,000**

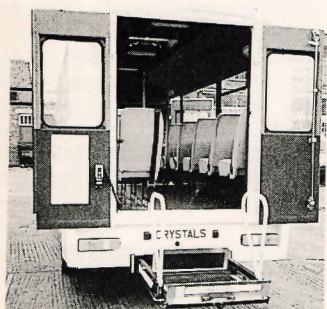
1986 PP NEOPLAN PLAXTON 4000 DOUBLE DECKER, 71 retrimmed reclining seats, courier seat, servery, toilet, Cummins 350 BHP engine, new ZF auto transmission, repanelled and repainted white **£52,500**

1983 LEYLAND TIGER DUPLÉ CARIBBEAN, 49 reclining seats, semi auto, rear toilet, hydracyclic gearbox, PA **£17,500**

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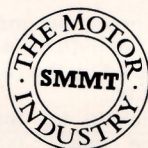
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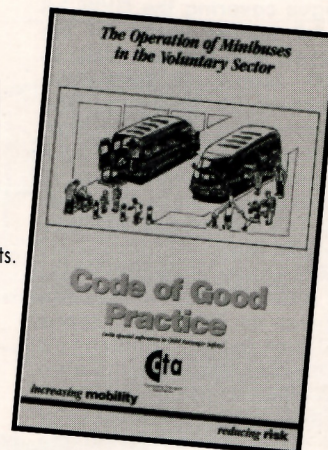
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Buses For All - Introduction

An accessible future is there if we can fund it

Since the last edition of B&CB's Buses For All in August 1994, there have been some important milestones reached in the development of accessible public transport. Some of this progress has been because the first round of lowfloor bus orders has been completed and a number of communities are benefitting from their operation.

Thanks to the forward thinking attitude of Essex County Council, a greater spread of lowfloor availability has been achieved than was allowed from the initial Government grant. This saw London Buses get the lion's share of 68 vehicles and the rest, a somewhat less impressive four, being allocated to Go-Ahead Group's Coastline operation. The assistance provided by Essex, some £260,000, has enabled County Bus & Coach, Southend Transport and Heddingham Omnibus to enter the lowfloor market. London & Country has benefitted to the tune of four Wright Pathfinder bodied SLFs from similar topping up funding from Surrey CC. Unfortunately it appears that Councils will be prevented from using Package Funds for topping up low floor bus purchases in future as the Government apparently believes that it would discourage manufacturers reducing the cost of low floor buses.

Elsewhere, lowfloors have been introduced because of contract conditions, as with Stagecoach's East Kent Park & Ride in Canterbury, or because they fit the style of operation, as with the 30 ordered by BAA for tarmac transfers at major airports. Quite independently, Greater Manchester Buses North has begun operating a fleet of Volvo B10Bs with Wright



European regulations threaten the minibus as we know it. Thorpes operate this Mercedes on LT's Stationlink service.

Endurance bodies. While these look like lowfloor Pathfinder 320s to many people, and even carry markings similar to London's Pathfinders, the B10B can not be construed as a lowfloor bus. They do have a kneeling capability which will ease access for some passengers but they would not be regarded as low floor vehicles by most operators, and marketing them as such could easily undermine public percep-

tion of the low floor concept.

True lowfloor purchases are now in a state of limbo and while operators talk of wanting to operate 'fleets' of lowfloors, few concrete orders have been announced. Tayside Buses, the Scottish municipal operator in Dundee remains the only operator to have stumped up the full purchase price for such a bus for use on commercial services alongside conventional vehicles. Ulsterbus is conducting lowfloor trials in Belfast to evaluate the need for such services but was fortunate enough to find a secondhand example in the shape of the Neoplan N4014 which was the precursor to MTL's fleet of N4016s.

Has the argument for lowfloor diminished to where the industry is happy to turn its back on progress, or is it waiting to see which way to jump? Currently there seem to be two choices, wait until some more cash is made available from a benevolent authority, or wait until legislation dictates that all new purchases have to be lowfloor, at least for urban bus operation.



One of ten low floor buses for which Essex subsidised the extra cost compared with a conventional bus.



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Buses For All - Introduction

Manufacturers once claimed that the inflated price of lowfloor technology would reduce once the vehicles began to flow into circulation. This is fair comment as natural competition between the manufacturers would seek to keep prices low. However, waiting around too long looks like bringing in a Government initiated Euro-directive which will insist that all new purchases are lowfloor where possible. Should the operator be forced to buy lowfloor then it would be less likely that manufacturers would be in haste to sharpen their pencils and operational costs could easily soar.

The Government has made it clear that there will be no more public funds made available for lowfloor buses as it believes that the case for their introduction has been made. How much more support will be forthcoming from other sources could now be dependent on feedback from those operators now bringing them into service. Operators in Manchester will be able to take advantage of a £1.4m fund



One of GM Buses North's Supabuses which are less low than they might be outside the G-Mex Centre which will be the venue for Buses For All '95.

which has been allocated by the Greater Manchester Passenger Transport Executive from the proceeds of the sale of Greater Manchester Buses. The fund is to be divided with £800,000 earmarked for improving accessibility on the existing bus network and £600,000 for use as top-up funding to cover the difference between conventional and lowfloor purchase prices. GMPTC has also indicated that from 1997 all buses on subsidised services (except schools contracts) will have to comply with DiPTAC requirements.

One of the major concerns

for operators with minibuses in their fleets is the likely effect of new DiPTAC proposals and interference from the EC over gangway widths and seat spacings. The resultant de-seating required, if the recommendations become law, will make vehicles less economic to operate. Where trials have been run with vehicles adapted to the new standards, a DiPTAC committee member has said that passengers interviewed on the service preferred the new arrangements, but it is questionable whether the views of the increased numbers of standees were sought.

Most operators remain of the opinion that passengers not only prefer to be seated, but are much safer whilst sat down. Legislators appear convinced that this is not the case and that the UK should be made to follow Europe with vast standee areas inside saloons and only limited numbers of seats. There is also a likelihood that minibuses may have to have seat belts installed, a move likely to be followed by compulsion to wear, which would lead to even further public dissatisfaction with minibus services.

Lowfloor buses are a way forward and should be welcomed. Improved access is not only desirable, it is essential, but it must not be forgotten that the more conventional bus still has a role to play. There are a number of low-frame designs around which offer very good access and as far as encumbered or less able passengers are concerned, it is a flat floor inside that is important. The entrance steps can cheaply and easily be replaced by a step-lift unit which will assist any less able bodied person aboard very quickly.

Too often the Government and pressure groups lobbying for low floor buses fail to see the limitations which are only too obvious to operators. And with Government forcing Authorities to cut spending across the country, the state of rural road maintenance is unlikely to improve. A bus or minibus with a ramp or lift is better than a low floor bus that cannot operate, and a bus with no extra features is better than no bus at all, as most rural dwellers will readily testify.

The cost of a lift equipped bus is a fraction of the extra



The Rural Development Commission has made grants to a variety of rural operations to encourage mobility. Most of the vehicles concerned are minibuses.

required for a lowfloor vehicle and further advantages come from its versatility. No infrastructure modifications are required for its operation. The bus can just as easily pick up a wheelchair bound passenger from a rural village green, with not a kerb in sight, as it can from a raised pavement or from the middle of a car park. Passengers having difficulty negotiating steps are benefitted equally by this system.

To mark the growth of interest in improved accessibility a conference and exhibition has been organised by DaRT which is intended to bring manufacturers, operators, transport planners and potential users together. Buses For All '95 will be held at Manchester G-Mex Centre on Friday 16 June. A large selection of lowfloor and accessible transport vehicles is promised for exhibit. For details of the event contact Andy Holt on 0171-482-2325.

It is clear that it is no longer a question of how we can introduce buses that are accessible to all, but when we are going to do so, and the biggest limiting factor is not will but funding. The financial squeeze is upon every section of the operating industry and while the Government is talking about making low floor buses the norm, it is doing nothing to make their purchase easier. Unless low floor buses can be bought for the same cost as conventional buses it will be difficult to convince commercial service providers that an economic justification for their purchase exists. Manufacturers recognise this and Wrights and Scania are set to unveil just such a vehicle within the coming weeks. And how long will it be before there are affordable low floor midibuses on sale too?

**By
Martin Cole.**

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Buses for all – Vehicle Preview

First Neoplan N4009s for MTL

The streets of Liverpool, which are already home to more low floor buses than any other British city other than London, are about to become the operating territory of a trio of Neoplan N4009 midibuses, supplied by SJ Carlton. They have been purchased by MTL the former local PTE operation which already operates 12 Neoplan N4016 low floor buses in conjunction with Merseytravel's SMART project.

The 4009s are the first of their type to be sold in Britain, although Neoplan has now built more than 2000 low floor buses worldwide, if its airport buses are included in the figures. These are among the smallest of Neoplan's low floor range, at the other extreme the company offers low floor double deckers.

Measuring 8950mm long and 2500mm wide, the N4009 has a wheelbase of 4250mm with a front overhang of 2400mm and a 2300mm rear overhang. MTL has specified a single front doorway with



Full destination displays are provided at the front and near-side with a route number facility at the rear.

an aperture of 1350mm. Incorporated beneath the doorway is a Bode type 3001 powered ramp which extends to provide passengers with an unhindered path between the kerb and the flat stepless front section of the saloon floor. There are two steps ahead of the rear axle in the area where most of the seats are located, but the bulk of the saloon is easily accessed by passengers in wheel-

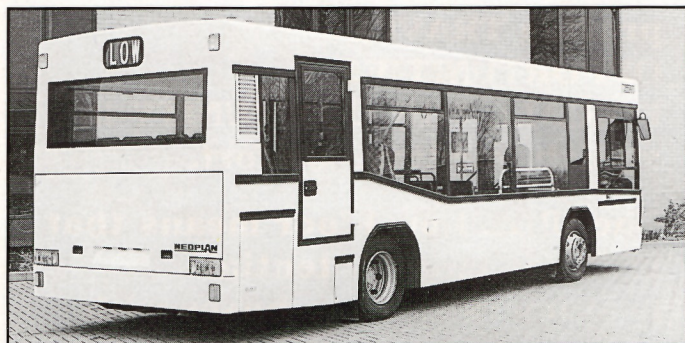
chairs, for whom two ironing board type restraints and the necessary belts are provided, with one location on each side of the saloon. The specification calls for 18 fixed seats, four tip up seats and a 25 person standee capacity,

and is fully in line with the DiPTAC 1997 recommendations.

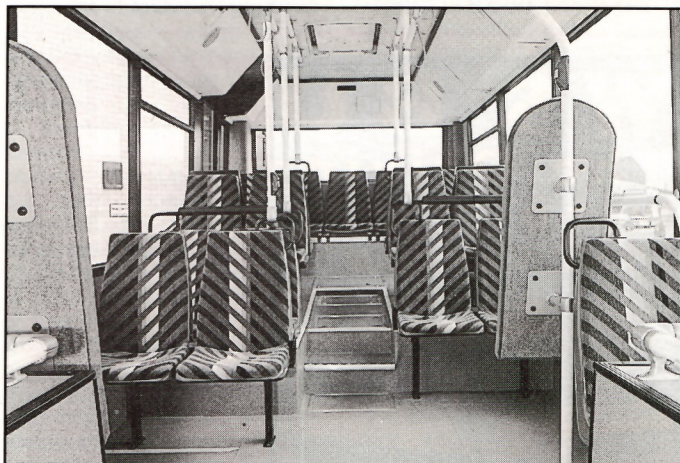
Neoplan offer a variety of engines and the MTL vehicles are equipped with MAN 0824 LOH units developing 155bhp. This drives through a Voith Midi-Mat BR gearbox. Neoplan's own low floor axle design is employed at the front while the drive axle is a ZF portal unit.

The gross vehicle weight is 8040kg with the front axle rated at 3240kg and the rear at 4800kg. The tyres used are 265/70 R 19.5s on 6.75x19.5 rims. Air suspension is fitted with a kneeling device on the front axle.

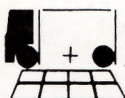
The buses are scheduled to enter service at the end of March and B&CB plans to publish further details of these low floor midibuses in the very near future.



The N4009 features the familiar stepped window line of its larger stablemates.



The spacious interior of the N4009 provides two wheelchair locations and up to 22 seats, with room for 25 standees.



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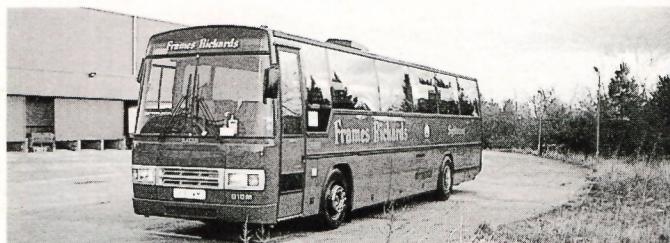
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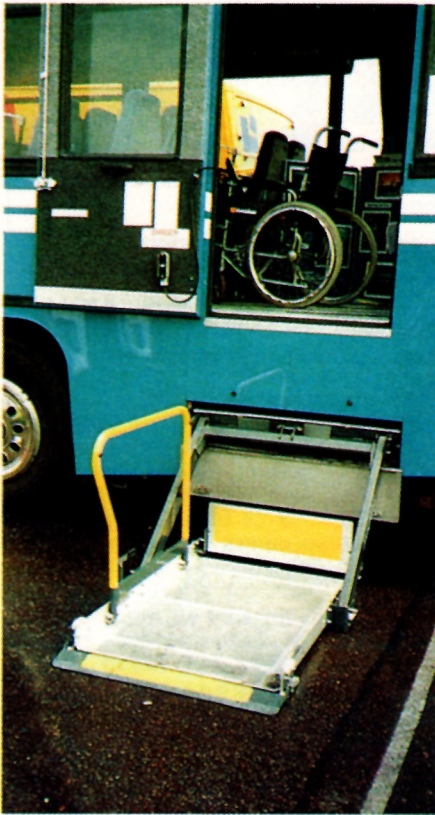
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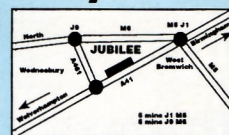
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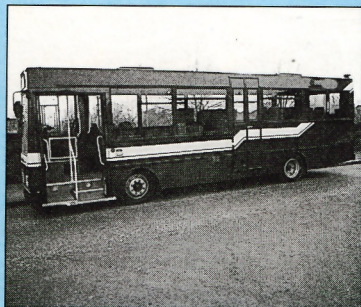
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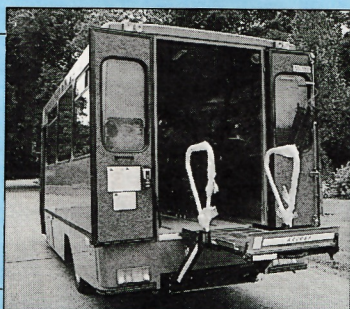
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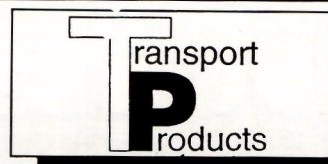
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Buses For All - Operator Focus

CARELINE

Operating for the less able in Birmingham

Many less physically able residents in the Birmingham area have been able to call upon forms of accessible transport for some time, and while public transport has not yet made strident moves to accommodate their needs, there is a high degree of provision from dedicated operations. This stems from a growth in operators using lift equipped vehicles, a substantial dial-a-ride service and operators concentrating on 'special needs' transport. Careline is one such operator offering a diverse range of service provision. It is owned by Colin Bentley, once a partner in former Tame Valley Coaches operation with Alan Hodnett, who is now managing Badgerline's Frontline Buses subsidiary.

Colin was looking to start a new enterprise in 1982 and was finding work with a single 20 seater and three self-drive hire vehicles. He received an approach from the St Dunstan's organisation, which caters for blind and disabled ex-service personnel, which required the transportation of residents in specially converted cars. Thus Careline came into being and as the requirement for more cars quickly grew, Colin believed that a lift equipped coach would offer a better or more suitable service.

Initial enquiries failed to locate such a vehicle and so Careline was forced into converting its own coach. A lift platform was installed as well as the necessary floor tracking to give a wheelchair clamping capability and suitable seating layouts. Since those days the company has installed lifts in 12 full sized coaches which have been owned by Careline plus a number of others for operators also requiring an accessible coach. The self-drive market was abandoned because the vehicles were regularly stolen and often involved in criminal activities.

Since there has been a



One of two lift equipped coaches in Careline's varied fleet of accessible vehicles.

steady move to using minibuses or minicoaches on special needs services, Careline has also offered an accessible vehicle conversion service. The company wanted such vehicles for its own purposes too, finding them more economic to build than to buy. Colin explained, 'It was really a simple matter of weighing up finance or interest charges. You look at what a van costs to buy and you compare it with the cost of a complete conversion. It made sense to me to only take finance on the base vehicle. The cost of putting in steps, flooring, trim and seating were much less and so

we were bearing that as a running cost while keeping finance charges down.'

Colin has done some conversions for other operators and is now offering a seat belt fitting service along with other engineering services. In the workshop at the time of B&CB's visit was a Bedford TK based horsebox that was having an extensive refurbishment carried out. A coachbuilding operation was required to re-construct the front end. The original cab had been replaced with a front from a Viceroy coach and the framing was in wood - now in poor condition, which was being totally

replaced with new oak rails. Such a project emphasises the skills available in Careline's workshops.

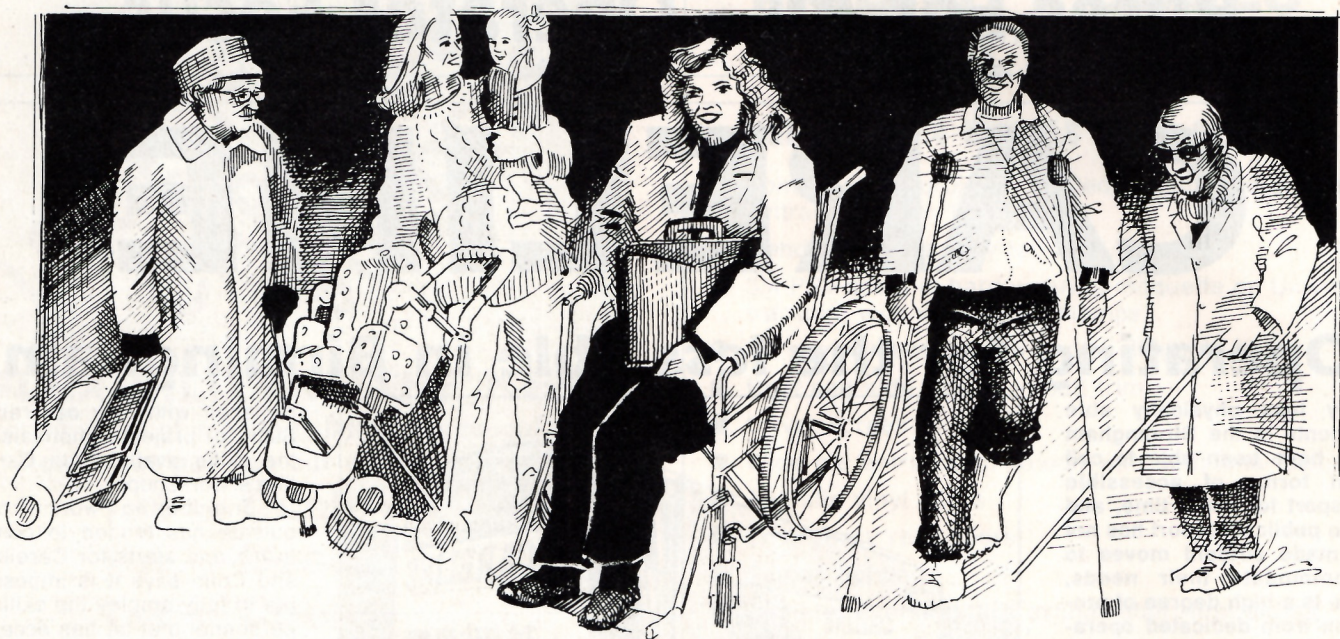
Engineering work from outside has tended to come in fits and starts for Careline and Colin says it is impossible to fully employ the skilled personnel that he has access to. He does, however, feel that an opportunity may soon exist where the company can rectify this by building some new conversions for re-sale. Such a move would provide an opportunity to ensure the retention of craftsmen and could present a viable, self supporting venture to expand the existing enterprise considerably.

As the business has developed and its services expanded, Careline has produced a brochure full of suggestions for outings or holidays suitable for less able people. The brochure is compiled from the company's experience of attending these venues over the years, or from personal visits. This first hand knowledge enables the company to tell potential customers whether a facility is as accessible as it claims. Colin said, 'An organisation such as ours is often contacted by a hotel, motorway service area or restaurant which is claiming accessibility. But not one gets into the brochure until they have been thoroughly checked.'

'We learned through some embarrassing experiences that they cannot always be taken at their word. For that reason we visit them and check the access ramps, door widths, toilets - anything that we know can raise a problem. Not only does this make the trip smoother it helps many of the passengers retain a higher degree of dignity because they can be so much more independent. This is very important to those with active minds and is the reason we don't use the term 'disabled' anywhere. We don't have 'ambulance' on the vehicles



Careline's premises in Hay Mills, Birmingham, require extensive protection against local vandals.



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Buses For All – Operator Focus

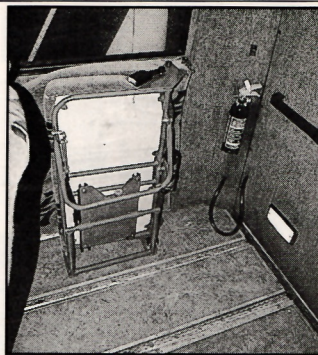
either. Some have the wheelchair logo to advertise that we are accessible, otherwise they look like ordinary coaches.

Careline has expanded to fit the local market and has become so geared towards running an accessible operation that ordinary private hires are not looked for. The vehicles cover special needs transport for schools, excursions, short holidays or tours and international holidays. The programme for 1995 has been expanded with a proportion of the work which was formerly undertaken by the Borough of Sandwell. Sandwell ran a number of custom built accessible Bova Futuras to provide accessible coach services but ran into financial problems. The operation has been scaled down now but in 1995 Careline will be making quite a number of trips to the Isle of Wight in their place.

Careline has found that the most daunting aspect of operating accessible vehicles is the bookings and reservations procedure. Because the

vehicles are designed to offer flexibility in seating arrangements, wheelchair places and capacity, many customers think that their bookings can be just as flexible. Angie Bentley, Colin's wife, deals with the bulk of the administration and has developed her own systems with which reservations can be made with the minimum allowance for error and requiring confirmations on all aspects of the booking. She said, 'Unless you tie some of these people and organisations down they will always do their best to stitch you up. Thank goodness they are not all like this and most customers we have developed a very good relationship with. But the difficult ones have forced us to resort to taping telephone bookings so we have some additional proof that we are providing what was ordered.'

Colin confirmed that often where a vehicle had been booked with a certain number of wheelchair spaces, on arrival at the pick-up point it was found that one or two more non-transferable wheel-



Careline has spent time in developing Vulcan's folding seats. Now adequate space for wheelchairs is provided by folding them away and there is no need to remove and store them.

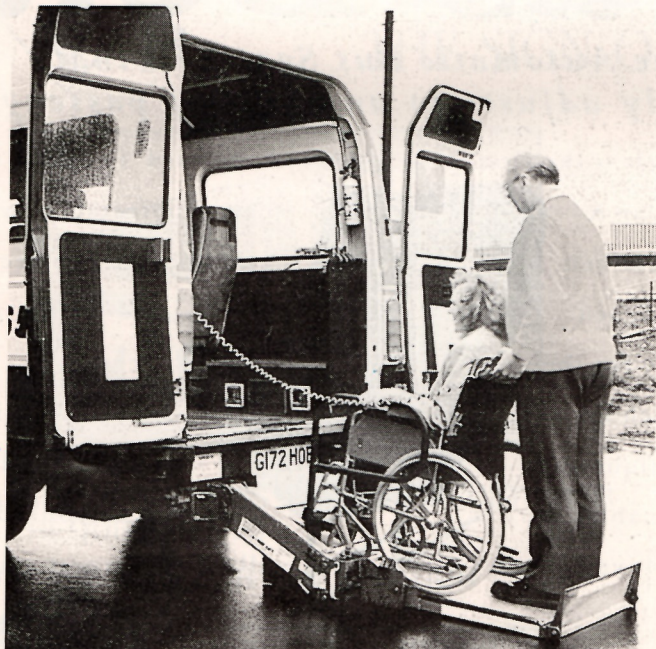
chair passengers were expecting to board the vehicle. Organisers believed that because they had reduced the number of ambulant passengers in the group that this would not matter.

Careline went some way to be as flexible as possible but some organisers have a distinct lack of understanding on configuring vehicles. This was one factor which led

Colin to become very involved in the development of the folding coach seats that were pioneered by Vulcan Engineering. To offer coach seat strength and comfort yet still retain the ability to fold into a small space was the ideal goal. Colin sought the assistance of Blackpool Trim Shops in the project and between the three companies a system evolved which is extremely functional. Should additional wheelchair space be required, simply by folding a pair, or two pairs, of seats, a flat floor area can be revealed and the requisite tracking is already in place for securing the chairs.

Another advantage of using the system is that less forward planning on vehicle allocation is required. Drivers can very quickly adapt a saloon arrangement to suit the passengers. Removing conventionally mounted single or double seats is time consuming and presents a stowage problem. Colin even admits to having drivers that have been under so much pressure to change layouts

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Buses For All – Operator Focus

and to get on with the job that removed seats have been 'unintentionally' left on the pavement. He said, 'The system works very well now and the next thing will be to develop the idea for full sized seating so that the big coaches can be converted.'

Careline's booking system is also designed to keep track of the better customers and weed out the ones who provide little work. Any customer that does not make a booking in the space of 12 months is not sent a brochure for the following year. Should that customer later request a brochure but still make no booking for the year following the request, no further brochures will be sent. Colin said, 'We have to be strict about this because brochures are expensive and time consuming to put together. So many people order them - and we get nothing in return. So we decided not to be messed about and we place our expenditure on marketing more directly.'

'Of course, we have to develop new customers and



A pair of Mercedes Benz 609 DS which were converted in Careline's own workshops.

we are mail-shotting all warden-controlled homes or organisations within a reasonable area. We have sufficient range of transport to meet almost any of their requirements and we are flexible enough to be able to adapt to suit specific markets. Those customers that do use us regularly are offered the bonus of a free trip around Christmas time. It is greatly appreciated and maintains customer loyalty. While we keep our pricing policy intact

then this sort of goodwill gesture does not present a financial hazard.'

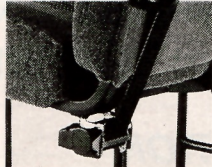
'The one thing we don't compromise on is price. It goes up every year without fail and we hold out for the rate. Wages keep rising and so does diesel, tyre prices and every other overhead. Those that maintain prices at fixed levels are not only spoiling the market for others, they are just kidding themselves that they can earn a living.'

The Careline fleet contains a small Fiat van, converted to carry a single wheelchair occupant, 16 and 24 seater minibuses, two conventional 53 seat Leyland Leopards and a pair of accessible Volvo Duple Caribbeans. The larger coaches are the only practical way of performing some of Careline's duties. Trips abroad can entail large sized parties but often this entails carrying bed-ridden passengers and specialist medical equipment as well. In cases where a large number of severely disabled passengers are aboard, Colin finds it sensible to pull a Load Luger trailer to ensure that ample room is available.

He said, 'Taking a trailer only costs another £60 on the crossing so it is worth it for the flexibility it offers. It means that bath hoists, electric wheelchairs and bidets can be carried without using up all the luggage space. Once at the destination, the trailer is dropped and we can tour or take trips knowing that all the essential equipment is installed at the hotel.'



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Buses For All – Operator Focus

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Wheelchair access is via a Ratcliff passenger lift positioned at the rear nearside of the coach. Both vehicles have rear mounted toilets, coffee machines and a TV/video installation. Curtains are another essential item. Colin explained, 'You must have curtains to provide privacy. In this type of work it is not uncommon that a passenger would need to have a catheter changed. In such circumstances anything that helps to maintain personal dignity is appreciated. We are having some screens made this year which will separate the toilet area from the main saloon. This is nec-

essary because some wheelchair passengers cannot get through the door of the cubicle, they have to be undressed, carried in, carried out and dressed again. So it makes sense to keep this as private as possible.'

One of the coaches is almost entirely utilised on contract to the Highclare School and carries the name as part of its livery. Every vehicle is also given a cherished registration of CIB, which refers to Careline in Birmingham, to consolidate fleet identity.

Colin believes that more and more operators will begin to turn towards accessible operation as demand is growing. He said, 'I don't see us ever really growing above ten vehicles in the next five to ten years because it is difficult to get the requisite staff. We train our own people and I have never yet advertised for a driver. They all come by word of mouth and so they are generally suitable material from the onset. And the level of work which we are

being passed by other operators has risen considerably.'

'For instance, if we get an enquiry for a trip with a mid-night departure from Blackpool, we say sorry, it is not our sort of work and pass it to someone who can do it. Similarly we get passed all the enquiries for coaches with lifts on. The volume of work we are being handed is rising and it will soon attract some of the others to investigate possibilities for themselves.'

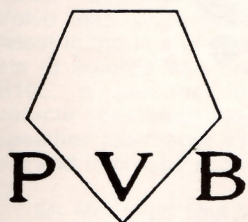
'We enjoy doing what we are doing and wouldn't go back to conventional bus or coach operation at all. The drivers love it because they are always home quite early, they don't get abused or threatened because some passengers want to stay in a pub somewhere, and we get no vandalism whatever. We may have to do some cleaning up at times but that is much less serious.'

Careline's operation has expanded from obtaining regular and dependable work which has acted as a central core. The company has not

sought to tackle every aspect of the accessible transport market, but has steadily developed its own programmes which are tailored to meet the needs of the less able. The market is every bit as competitive when seeking bookings or new contracts but there is a more relaxed atmosphere about the work. Less able passengers cannot be rushed or hurried. Time is not of the 'essence' so those involved in the practical side are under far less pressure than those in administration. The operation of accessible transport reflects an altered balance where things are different - yet the same.

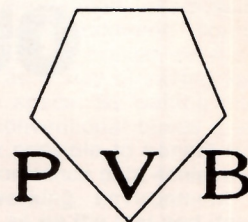
Colin has found an acceptable niche in the Hay Mills area of Birmingham but appears to be at a crossroads. Does he develop the services further, or look at producing lift-equipped vehicles? Perhaps both!

By Martin Cole.



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Buses For All – Lowfloor Development

THE DEVELOPMENT OF A LOWFLOOR BUS – VOLVO B10L

1995 Sir Henry Royce Memorial Lecture

The background to the development of a lowfloor bus, specifically Volvo's B10L, was offered as the subject for the annual lecture presented by the Sir Henry Royce Memorial Foundation. The lecture, supported by the Automobile Division of the Institute of Mechanical Engineers and delivered at its headquarters in London, was given by James McKnight, production director of Volvo Bus and formerly of Leyland Bus.

The speaker began by highlighting the last six years of rationalisation and new model development which Volvo has undergone. The latest in the line of new models to emerge has been the B10L, a genuine lowfloor vehicle designed to offer speedier passenger throughput and improved accessibility.

Mr McKnight said Volvo's first ever bus had appeared in 1928 based on a truck chassis, but the company saw and developed the needs of specific products with their own chassis and power units, beginning with the Volvo B1 in 1934. From that time, Volvo bus design was able to draw on specialised research.

This was further consolidated in 1968 when Volvo Bus Corporation was formed in Goteborg and later strengthened by the opening of dedicated chassis manufacturing plants at Borås, Sweden and in Curitiba, Brazil. A stream of coachbuilding acquisitions began in 1981 with the purchase of Saffle. Steyr Bus, Aabenraa and Drogmoller have since been added and Volvo also has a sizeable equity within Heuliez. Two of these bodybuilders, Saffle and Steyr, have played important roles in the development of the B10L.

Volvo perceived the lowfloor bus as having a sin-



Volvo's B10L prior to entering service with Mainline in Sheffield. The Saffle body design was built in the UK by Walter Alexander.

gle entrance step and a flat floor with no gangway steps. This, in theory, speeds up passenger handling and increases operational efficiency, while at the same time improving accessibility for wheelchair users, adults with children, shopping and pushchairs, the elderly and passengers with other mobility difficulties. Such vehicles had been under development in Europe since the early 1980s and by 1989 there were a number of two-axle lowfloor buses operating successfully in Central Europe.

Volvo then noted a growth in interest from Western European operators and, with the aid of market research, determined that a lowfloor bus product offered sufficient opportunity to open up a new segment of business to supplement existing product ranges.

The decision to begin work on the project was



James McKnight.

taken in February 1992 and by July 1993 the first prototype had been completed, with the decision to proceed to production coming in the November of the same year. By January 1994 the first user trial had commenced, and by December 1994 the first production vehicles were taking shape at Borås.

Volvo has not been as quick as some manufacturers to get a lowfloor design onto the market. James McKnight claimed that one reason for this was that the project had become bogged down during protracted negotiations over a merger between Volvo and Renault. When this was finally dispelled it allowed Volvo Bus to focus on its core business, speeding the final stages of development and production preparation.

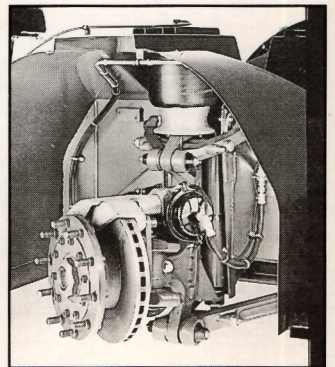
Having taken this decision, Volvo set about investigating the concept to determine which aspects of the new requirements could be achieved and still make good use of existing components where possible. A major area for attention was the front axle. Two ideas were considered for this, a single conventional style or a twin-wheel steer axle using 16 inch wheels. Of these the 22.5 inch wheel on single axles was an easier option, despite the need to repack the design considerably to save space.

The main drawback from

the larger wheel is the amount of space required by the wheelbox and its intrusion into the gangway width. The twin-wheel steer axle promised far less intrusion but required an extended wheelbox area. While it was possible to place sideways facing seats over the wheelboxes it was recognised that the gangway became far more restricted when these seats were occupied. The additional cost of developing twin-wheel steer axles and the threat of higher wear rates from tyres and brakes, was thought to be prohibitive, adding to both initial and whole-life costs.

Once the larger wheel size had been chosen the development team at Leyland began work on the design but had to maintain as much standardisation as possible by using common components. Disc brakes were chosen as a way of saving valuable space. By putting discs on conventional buses it was then possible to benefit from performance data achieved in a working environment as well as on the test and development cycle.

It was necessary, however, to introduce a new independent front suspension which employed unequal length wishbones connected to a stub axle via a vertical kingpost. This allowed direct transfer of wheel load to a high pressure air spring, with rebound controlled by tele-



Volvo's individual front suspension showing the kingpost and uneven length wishbone arms.

Buses For All - Lowfloor Development

scopic dampers. Rear suspension was provided by four axle mounted suspension beams with an air spring on each. Location and axle torque reaction was provided by two inclined lower radius rods and two upper parallel radius rods. Four dampers were used and an anti-roll bar enhanced roll performance. The suspension system was connected to an electro-pneumatic levelling system which controlled the ride height and all wheels were linked via ABS and anti-slip electronics.

The development of the chassis platform was carried out to cover two main objectives which were the provision of a two axle lowfloor bus and an articulated vehicle for continental applications. In both cases it was deemed that front and centre entrance steps should be a maximum height of 320mm and should kneel to 230mm at bus stops. Employing a mechanical driveline meant that two steps would be necessary at the rear door. As this is mainly an exit only, in



The Lowfloor saloon boasts a 950mm gangway width between the front wheels and a flat floor for most of the vehicle length.

Europe, or replaced by an emergency exit in the UK, the floor height is not of significant consequence but has been kept to 550mm, or 460mm when lowered.

Approach and departure angles of seven degrees were necessary to achieve the floor height and to maintain a 950mm gangway between the front wheelbox-

es. The widths at central and rear axle points had been kept to 550mm.

In order to maintain step heights ahead and behind the pivot point, without exceeding the eight percent floor slope limit, a specially designed turntable was required. Contained within the slimline unit are sophisticated electronics which form part of the elec-

tronic governing system. Its operation reacts to acceleration or braking or torsional forces, where sensors can de-fuel the engine should potentially dangerous cornering speeds be encountered. This prevents drivers becoming over-enthusiastic and offers passengers smoother journeys.

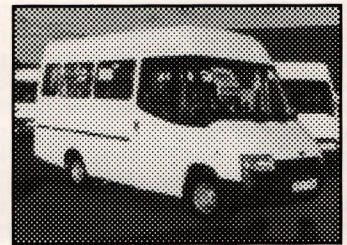
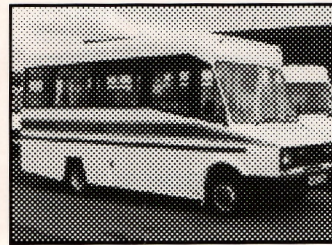
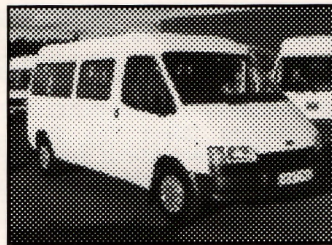
When the articulated unit is placed in reverse gear, the throttle opening is reduced at 20 degrees articulation. At 50 degrees the driver is given a warning and at 51 degrees the park brake is applied. Articulation beyond 53 degrees is prevented by mechanical stops.

Packaging the powertrain and driveline was a major challenge, said Mr McKnight, as the location of all items could have a dramatic effect on floor level at the rear. Volvo had decided to install its 9.6 litre THD103 engine with a choice of either ZF Ecomat or the upgraded Voith DIWA transmissions. The drive path is not central but runs parallel to the centre line of the vehicle and drives a portal rear axle.

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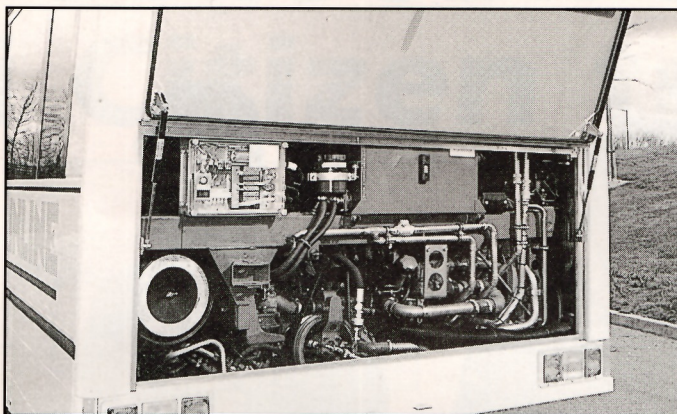
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Buses For All - Lowfloor Development

Engine cooling was satisfactorily achieved by mounting the radiator and the inter-cooler in the right-hand rear corner. Despite fears that overheating would occur, none has been experienced during testing or in customer evaluation trials. Although similar systems on other Volvos are common practice the compactness of the design meant that special attention to air flow was required.

Engine oil is located in a separate tank under the rear entrance steps - Volvo's THD103 having a dry sump. Fuel tanks form an area of controversy and so the chassis comes with either a 50 litre transportation tank only, or a temporarily mounted 250 litre item. Bodybuilders all seemed to have their own ideas on the best location, indicated James McKnight, and there were a number of options for siting tanks without compromising the low floor. Popular areas for the tanks had been the area ahead of the front wheelboxes and the area behind the articulated coupling. Here,



Some very tight engine servicing was required to shoe horn the engine and transmission into such a small space.

moulded plastic tanks are shaped to accommodate seats.

Extensive testing on purpose built rigs and on accelerated durability trials at test tracks were called for to ensure the integrity of the structure. Significant discussions had been held with bodybuilders because their own ideas, methods or materials used in body construction presented an immensely variable list of options. Once

the durability tests had been concluded to Volvo's satisfaction the decision was taken to build four prototypes. These were built by the engineers at Leyland and bodied under production conditions at Steyr, Saffle and Berkhof (the only outside bodybuilder). One of the Saffle bodied examples was earmarked for the UK and has been successfully operating for Mainline in Sheffield.

Mr McKnight said there

would be a Compressed Natural Gas engine available as an option from late 1995. This would be the THG103, a 9.6 litre unit developing 185Kw. Other alternatives were under consideration from systems including battery only and combinations of liquid fuel and electric power.

He concluded by saying the B10L was a most welcome addition to Volvo's product range and would not suffer the confines of its stablemates. The B10L was, he claimed, acceptable to a much wider market and that from the project's costings and proposed productivity Volvo were expecting it to show 'very robust profitability'.

The Saffle bodied prototype vehicle continues to operate in Sheffield and Walter Alexander has announced its intention to offer a licence built version of the Saffle product to the UK market. The first order for this model has been placed by GRT Holdings which is taking three for its Northampton Citybus operation.

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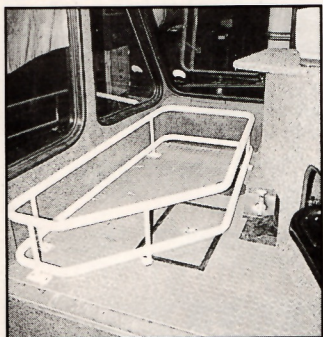
Buses For All - Vehicle Focus

Omni Citizen triaxle

The Omni minibus design is recognised for its accessible qualities but has been restricted by its size from appealing to a wider market. To address this an extended three axle version was developed by one of the current company's predecessors, but after the delivery of some examples to Leicester City Council, five years ago, this was withdrawn from the market while efforts were concentrated on perfecting the two axle version. The model has now re-emerged and the first PSV specification vehicles have been delivered to Whippet Coaches of Fenstanton, near Cambridge. Whippet has acquired two new triaxles and a secondhand conventional Omni Citizen which are being used to provide commercial services on five local routes.

The new triaxles vary from the originals in that they are equipped with side entrances which have underfloor extending 'Powerpath' ramps. These, combined with the kneeling air suspension, which lowers the floor height to 210mm, allow the Omni to offer a shallow ten degree angle of ascent from ground level, or a straight stepless path from pavement level.

Because the Omni is front wheel drive there are no steps or ramps inside the saloon and the only intrusion is made by the rear wheel boxes. The area forward of the entrance door is lost to passenger accommodation but is not wasted because a



A large luggage pen is placed forward of the entrance. This makes the best use of space which cannot be made available for seating.



The three axle Omni is similar in appearance to the two axle Omni but has an additional window bay.

sizeable luggage pen is provided on top of the engine compartment. The layout also means that the driver is positioned very high up, which is fine for vision purposes, but it does make him/her a little remote from passengers and ticketing is not as simple as it might be.

The Powerpath ramp is deployed by a rack & pinion system which is powered by a DC electric motor operating a worm drive gearbox unit. This extends the platform to its full 1,370mm in 21 seconds and can complete the full extend and recovery cycle in 45 seconds. The surface of the ramp is covered in a non-slip material and it can maintain a safe weight limit of 250Kg. In the event of a power failure, the ramp has a manual retrieval system. Electricity is taken from the vehicle's 24 volt system which is supported by the engine driven 55 Amp alternator. A 65 Amp alternative is available where applications may dictate its use.

The Omni has an integral frame constructed from an all welded steel box section material and has been designed to meet EC R66 rollover requirements. Full air suspension is provided and a constant ride height is maintained via a levelling valve system. The nearside front and rear suspensions can be lowered from the driving position using an ECAS system manufactured by WABCO. All the Omni's exterior panel work is constructed

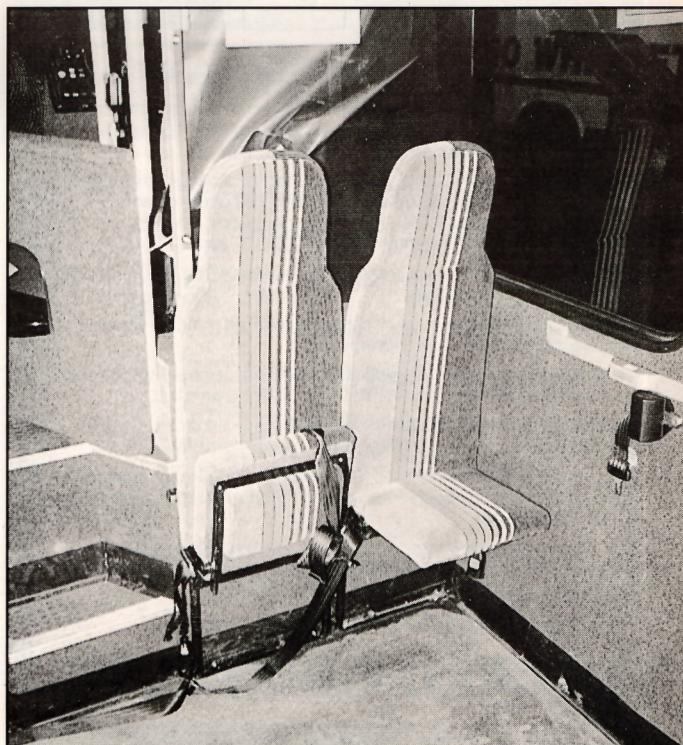
from GRP, offering light weight and corrosion resistance.

One of the major benefits of the three axle Omni's extended saloon is the additional seating capacity available. This increases from 15 seats plus two wheelchairs on a standard Citizen, to 21 seats plus two wheelchairs on the triaxle. Making use of the tip-up seats when no wheelchairs are on board stretches seating capacity to

24 seats. Standee passenger capacity is a further 14 if no wheelchairs are on board but reduces to nine once the bays are occupied.

The most easily accessed wheelchair bay is immediately opposite the entrance. The passenger simply faces the rear of the vehicle and reverses the chair against a pair of tip-up seats attached to the driver's bulkhead. A belt fixing can be used to secure the chair and a vertically stowed guard unit can be lowered to form a protective rail between the passenger and the central aisle. Extra security is provided by a short horizontal grab-rail, complete with a palm operated bell push, which is positioned on the saloon wall central to the bay.

The second bay is located behind the air operated jack knife entrance doors on the nearside of the saloon. Again, the chair can rest against a tip-up seat and be secured by a belt which is attached to the sidewall. Whippet specified lap and diagonal seat belts on all



A wheelchair bay is provided opposite the entrance. The passenger locates the chair against the tip up seats on the drivers bulkhead, facing the rear of the bus.

Buses For All - Vehicle Focus

remaining seats with the exception of the longitudinally positioned trebles which are situated over the wheelboxes. These are fitted with lap belts only. Soft grab-handles are also mounted on the back of gangway seats for the safety of passengers moving along the vehicle.

Window sizes are very generous in the Omni, making the interior very light and giving all passengers the opportunity of a good view. All saloon windows are gas-tight glazed.

All three of Whippet's Omni Citizens are equipped with ZF automatic transmissions although the new tri-axles have the ZF TA90 transaxle transmissions which is optional. Further options include a four speed ZF Manual gearbox or a Quaife six speed manual gearbox. The power unit options include Mazda's SL35T diesel engine which produces 101bhp with a maximum torque of 352 Nm, the non-turbocharged Mazda SL35 which produces some



Seen in use on a Friday on one of Whippet's stage services, the three axle Omnis are proving popular with passengers.

72bhp or the 60bhp Perkins 3L. The tri-axles were specified with the turbocharged SL35T power units.

Whippet operates its accessible services from Monday to Thursday and then integrates the buses into other work at weekends because their size makes it more economic than running larger buses. Since this became regular practice, passengers have become

aware that an accessible bus is available at certain times on these other routes and have taken advantage of it. The weekday routes link a large number of outlying villages with either Huntingdon or Cambridge and are mainly commercial enterprises, although some assistance has been forthcoming towards vehicle purchase from Cambridge County Council and from the Rural

Development Commission.

The new services began to operate in October 1994 and have been judged as a success by Whippet director John Lee. John said, 'Already we are regularly taking 20 wheelchair passengers on return journeys per week. That is more than was anticipated and highlights the need for such services in rural areas. The ease of access benefits a great many other people too, particularly laden shoppers, the elderly and the infirm.'

The successful development of these services over a short period of time has encouraged Whippet to continue examining accessible transport as a basis for widening its network. The passenger loadings are already making full use of the Omni's capacity and it may mean that even larger accessible buses have to be considered to meet demand.

**By
Martin Cole.**



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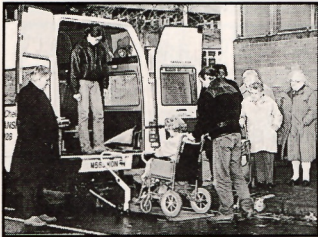
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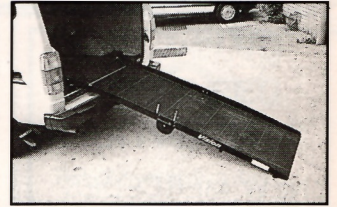
The operation is carried out using hydraulics, which PLS claim offers a number of advantages over conventional electrically operated systems. These are: an absence of micro-switches, ensuring the system is weather proof and unaffected by water ingress; and no possibility of electric motor burnout because the system features automatic fail-safe stops for both inward and outward operation. A manual override and auxiliary hand pump ensures operation should



Automatic deployment of the PLS is made simple with the addition of one rocker switch to the control pendant.

there be a vehicle power failure.

The complete unit weighs 145 Kg and has a lifting capacity of 300 Kg. It is suitable for rear or side mounting and can be supplied to suit both 12 and 24 volt electrical systems. Further information can be obtained from Alan Ford, PLS Ltd. Telephone 0121-552-0660.



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Rolac, the access ramp specialist which produces lightweight fold-away wheelchair ramps, has developed a new unit which assists the driver with rear views. The new Vision has been designed to fold so that it leaves a clear panel, level with the rear windows and does not restrict the driver's vision when reversing or manoeuvring. The alteration is claimed to be an aid to safety as well as providing cheap and effective accessibility. More information is available from Rolac on 061-429-8477.

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- If applicable, name and address of his representative: Not applicable
- Submitted for EEC Component Type Approval on: 4 August 1994
- Technical service conducting the EEC component Type Approval tests:
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full exec, twin TK, owned
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1985, 73 seats, full exec
..... **£42,000**

ASTRA MEGA 1983, 73
seats, full exec
..... **£41,000**

MAN PP SR280 1982, 46
seats, toilet, reclining
seats **£16,000**

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1975 BEDFORD YRT PLAXTON
ELITE III, 53 seater, power doors,
500 engine fitted with Paramount
front, MoT October '95, in daily
use **£2,500 + VAT**

1974 BEDFORD YRT DUPLÉ
DOMINANT, express doors 500
engine, 53 seater, MoT Feb '96, in
daily use **£2,600 + VAT**

1976 BEDFORD YMT DUPLÉ
DOMINANT, express doors 500
engine, 53 seater, MoT Dec '95, in
daily use **£4,500 + VAT**

1 SET 51 CHAPMAN RECLINERS,
good condition **£1,500**

Tel: 0409 221661 (Garage)

or

0409 221435 (Home)

(ask for Peter) 295/3700/FC

1987 MERCEDES 609D, 24
seats, test Dec '95, taxed May
'95 **£12,000 + VAT ono**

1989 MERCEDES 407D, 15
seats, test Aug '95, taxed July
'95 **£9,500 + VAT ono**

1978 MERCEDES 280 E Auto,
4 door saloon, 12 months test.
Ideal for weddings
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295/3793/FC

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608 MERC, 24 seats, private plate, tax/test **£5,500**
608 MERC, 21 seats, private plate, tax/test **£5,500**
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49 recliners, toilet,
washroom, drinks boiler,
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continental door, tested
Feb 96.

£64,000

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295/3798/FC

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ALL PLUS VAT

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82 PP VOLVO B10M VAN HOOL ALIZEE, 52 recliners + courier, curtains, MoT 12 months..... **£27,250 ono**
DAF 1982 SB2500 JONCKHEERE BERMUDA, 49 recliners, integral, tinted windows, air door, 15 months test..... **£13,750 ono**
LEYLAND LEOPARD PP 1979, 12 metre Plaxton, 57 seater, totally repainted, new floor, new seats in graffiti style moquette, tinted windows, curtains, POD, Telma..... **£10,250 ono**
JONCKHEERE BERMUDA, 11 metre, 53 new seats, totally repainted, tinted windows, only Leyland Leopard on this body, looks modern, long test..... **£10,250 ono**

These coaches are to very high standard. Maintained regardless of cost. All vehicles subject to VAT

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Ask for Geoff or Alan

295/3783/FC

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0226 716166(eves)**

295/2174/FC

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1973 DUPLÉ DOMINANT Bedford 466, ticket till Oct '95
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or
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295/3843/FC

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AEC, 53 seater, 1981 Panorama front, test August..... **£7,000**

MERCEDES (Plaxton Body), 29 seats, 1976 tested until June..... **£2,500**

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or 350055**

295/3943/FC

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1985 SCANIAJONCKHEERE, 51 seater exec.

1983 SCANIA JONCKHEERE, 51 seater exec.

Both coaches recent new engines, MoT 1996

£30,000 — £35,000
1983 DAF MB200 PLAXTON 3200, 51 recliners, MoT Dec '95

..... **£24,000**

1982 DAF MB200 DUPLÉ, 57 seater, MoT Sept '95..... **£14,000**

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For further details

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295/2309/FC

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1990 (G) VOLVO B10M PLAXTON PARAMOUNT 3500, 53 recliners, courier, rear continental door

£78,000 + VAT

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National Drivelink
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218111**

295/3856/FC

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295/3872/FC

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295/3854/FC

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830126

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(Somerset)

295/2200/FC



1993 (Oct)
MERCEDES 811D AUTOBUS CLASSIQUE II

25 seater, former NEC Show exhibit, excellent condition, 6 months MoT

£37,500 + VAT

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53 recliners, 11 mtr, excellent throughout

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295/3960/FC



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£27,500 + VAT

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CARDIFF

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295/2301/FC



AEC 12 METRE PLAXTON SUPREME, with MK IV front 1978, 50 recliners, Eberspacher heater MoT Oct 95, good condition throughout

..... **£5,000 ono + VAT**

AEC 11 METRE MK IV PLAXTON SUPREME 1979, 53 seats, MoT until July 95 good condition throughout

..... **£5,000 ono + VAT**

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16 seats MoT 1/96

£2,000 + VAT

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3774.

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seater taxed and tested, power
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53 retrimmed recliners, good
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53 recliners, new Short motor
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1990 TRANSIT DORMOBILE 2.5 Di, 5 speed, 16 seater, power door,
Ratcliffe tail-lift, fitted with handpump, 1 owner

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41,000 miles, 10 seater, Unwin tracking, Ratcliffe tail-lift

F Reg LEYLAND DAF HIGH TOP 2.5 DIESEL, 5 speed, 8/10 seater,
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E Reg RENAULT DODGE 50 SERIES DORMOBILE DIESEL,
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295/3951/A

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FSH.....£34,500

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Mid 70's — 1980
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295/3904/DE

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NEW DENNIS JAVELIN 240 ALGARVE II

Low driver, 53 seats, courier, double glazing, rear continental door

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295/3864/FO

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295/3852/FR

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295/3294/FR

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3881/FR

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295/3295/LE

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295/3239/LE

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295/2156/LE

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55 reclining seats, power door, 7 speed ZF, Telma, continental exit, double glazing, MoT Feb '96

£45,000

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 After 5pm and weekends
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LEYLAND

TIGERS

1982 Doyen Royal Tiger PP, taxed and tested, 48 seats + courier, S.A. £11,000 + VAT
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295/3863/LE

LEYLAND TIGER DUPL 340 1987 full exec excellent condition throughout £29,000 HP possible Tel:(01222) 860230 or fax (01222) 860231

294/2172/LE

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295/3888/LE

DEC 79 V REG 11 METRE LEYLAND LEOPARD DOMINANT 11

Bristol dome, destination OPO Certificate, 53 recently retrimmed seats, 5 speed semi auto Webasto, autolube, radio, MoT Jan '96, good clean vehicle

£7,000 plus tyres and VAT

BURNLEY AND PENDLE TRANSPORT

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295/3844/LE

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295/3971/LE

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295/2303/LE

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 0226 202768
 0585 244148

295/3956/LE

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295/3968/LE

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295/3840/ME

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1993 "L" 811D - 18 seats plus courier. 2 tables, video/radio cassette, P.A. luggage racks combining forced air ventilation/individual reading lights, tinted windows, curtains, carpets, large boot, skirts, MoT 8/95£34,500 + VAT

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Both vehicles plain white livery.

061-488-4000 295/3937/ME

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IMMEDIATE

URBAN RANGER SERVICE BUS
OR DUAL PURPOSE

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- 711 24 coach spec
- 709 29 coach spec
- 709 29 + 7 Service bus
- 709 29 + 8 Service bus
- 814 33 coach spec
- 811 33 + 12 Service bus
- 811 33 + 10 Service bus auto
- 410 Wheelchair 16 seat or 5 w/chairs

Blythwood Motors

Tel: 041 221 3165
295/3967/ME

MERCEDES 410D, 16 face forwarding seats, high roof, all extras also 410 5 w/chairs and taillift 16 seats, immediate delivery.
Blythwood Motors 041 221 3165

G Reg 33 seater PMT 811 Turbo, slope front coach, years MoT, Taxed.

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Taz Dubrava F Reg, 54 seats, very short MoT, Taxed.

£20,000 ono

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031 666 0857 (Home)

(Edinburgh) 295/3979/ME

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Tel: 0113 260 9824. 295/3953/ME

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1987 IVECO 315 CAETANO ALGARVE, 28 seater minicoach, good condition, new MoT if required. £22,500 ono. Tel: 0525 376077. 295/3796/MC

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REBUILT, £1,000. FREIGHT
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'95, white, total respray Nov '94, interior
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all Setra extras, Telma, immaculate

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TV/video, toilet, Telma, new MoT
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272977 anytime 295/3912/VO

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53 recliners, D/G, Webasto,
Telma, rear continental exit,
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MoT January '96

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Quality part ex considered

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Nov '95, finished in white, very
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295/3779/VO

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53 recliners, courier seat,
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12 months MoT

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£56,950 + VAT

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49 recliners, Telma, toilet, TV &
Video, hot drinks, aircraft lockers,
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condition inside and out)

£67,750 ono

1988 VOLVO B10M IKARUS BLUE
DANUBE 358, 9 months MoT, 49
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Video, hot drinks and private plate
(recent retrim) £55,000 ono

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295/3819/VO

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Volvo B10M Van Hool Alizee 1982
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excellent mechanical
condition, ready for work,
MoT Dec 1995

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Tax, 50 recliners, toilet, Plaxton
Supreme IV, Dome power door,
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out £53,000 ono + VAT. Tel: 01373
836303, 0831 132014. 295/3874/VO

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boiler, complete interior
retrim. MoT Jan '96

£42,500 + VAT

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677858** 295/3878/VO

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Should be tidy; seats especially.

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PREME 5 OR 6, and B10M VAN-
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95, Radio, 24 High Back seats Power
Door & Destination gear

£12,500 or offers considered
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Seats, Webasto, Radio/Cassette

£12,000
The following Leyland National
Mk1 vehicles are available
Price each £6,000 Discount on
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Double Doors

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DOMINANT EXPRESS, 53 seater,
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7/95.....£7,250 ono
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prices range.....£3,500 to £4,500 ono

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CLASSIQUE, 21 seater, to coach spec,
fitted POD, A1 condition, MoT
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1991 MERCEDES 609D, to stage
carriage spec, 19 seats + 7 standees,
MoT 5/95.....£18,350
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seater, no MoT, engines requires
attention, bodily and seating
good.....£13,500 ovno
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coachcraft conversion, full soft trim,
luggage racks etc, MoT 6/95. £5850 ono

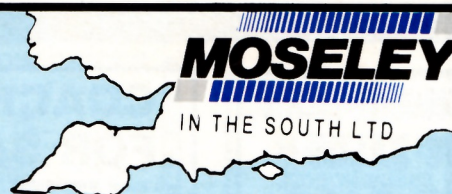
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1981 W LEYLAND TIGER 218,
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seats, repanned, MoT Nov
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PLAXTON PARAMOUNT 3500,
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DOYEN EXECUTIVE, 49 Vogel
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VOLVO VAN HOOL BOVA TOYOTA OPTIMO NEW: IMMEDIATE DELIVERY —

1990 DENNIS JAVELIN 12MTR PLAXTON 3200, 53 reclining seats, power
operated door. Interior — autumn tint; Exterior white/blue/yellow. MoT
January 1996

1989 BOVA FUTURA FHD, 51/55 reclining seats, demountable toilet,
continental door, driver's bunk, Webasto heating. Interior — red; Exterior —
white. MoT March 1995

1989 VOLVO B10M VAN HOOL ALIZEE H, 59 reclining seats, double glazed
side windows, TELMA retarder. Interior — autumn tint; Exterior — white.
MoT October 1995.

1989 SCANIA K113 JONCKHEERE DEAUVILLE, 49 reclining seats, centre
sunken toilet, double glazed side windows, wired for TV & video. Interior —
autumn tint; Exterior — white. MoT October 1995

1989 MAN JONCKHEERE DEAUVILLE, 49 reclining seats, centre sunken
toilet, continental door, driver's bunk, video & monitor, water boiler, double
glazed side windows, TELMA retarder. Interior - grey/red; Exterior
-white/maroon. MoT January 1996.

1989 TOYOTA OPTIMO, 21 seats, power operated door. Interior - red;
Exterior - white/green/red. MoT May 1995

1988 TOYOTA OPTIMO II, 19 seats, TV and video, water boiler. Interior —
red; Exterior — white. MoT December 1995

1988 DENNIS JAVELIN 12MTR PLAXTON 3200, 53 reclining seats, power
operated door. Interior — autumn tint; Exterior — white. MoT August 1995

1988 VOLVO B10M VAN HOOL ALIZEE H, 55 reclining seats. Interior —
autumn tint; Exterior — white/red. MoT February 1996

1987 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3200, 53 reclining seats,
power door. Interior — red; Exterior — white/blue. MoT February 1995

1987 NEOPLAN SKYLINER, MERCEDES ENGINE, MANUAL GEARBOX, 77
seats, toilet, fridge, water boiler. Interior — red; Exterior — white/orange
and yellow. MoT April 1995

1987 DAF DKFL PLAXTON PARAMOUNT 3500, 53 reclining seats, power
operated door, TELMA retarder. Interior - grey/maroon; Exterior —
white/red.

1987 VOLVO B10M PLAXTON PARAMOUNT 3200, 57 seats, power operated
door. Interior — autumn tint; Exterior — maroon/white. July 1995

1986 IVECO VIANA, 19 seats, power operated door. Interior — red and beige;
Exterior — white. MoT August 1995

1986 DAF SB 2300 PLAXTON PARAMOUNT 3200, 47 reclining seats, courier
seat, centre sunken toilet. Interior — red; Exterior — red/white. MoT August
1995

1986 (D) DAF SB PLAXTON PARAMOUNT 3200, 55 seats, power door,
curtains. Interior — autumn tint; Exterior — white/maroon. MoT November
1995

1986 VOLVO B9M PLAXTON PARAMOUNT 3200, 43 seats, power operated
door. Interior — autumn tint; Exterior orange/white. MoT December 1995

1983 VOLVO B10M DUPE LASER, 57 seats, power door, TELMA retarder.
Interior — green/grey; Exterior — white/yellow. MoT September 1995

1983 MERCEDES 0303, 53 reclining seats, air conditioning, courier seat.
Interior — red; Exterior — blue

1983 VOLVO B10M VAN HOOL ALIZEE H, 48 reclining seats, rear toilet,
continental door, servery. Interior — autumn tint; Exterior — white/beige.
MoT June 1995

1983 MAN SR280, 49 reclining seats, centre sunken toilet, continental door,
water boiler, wired for video. Interior — red; Exterior — red/white

1982 BOVA EUROPA, 49 seats, toilet, courier seat. Interior — blue; Exterior
— white, MoT November 1995

1979 AEC 12MTR DUPE DOMINANT II, 57 seats, Interior — red/grey;
Exterior — white/red, MoT February 1996

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FREIGHT ROVER 1987 D, 16 seater bus, power doors, diesel, test Feb '96.....£3,000
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1992 (June) KASSBOHRER SETRA S215 HD 'Tornado', 49 recliners, centre sunken toilet, courier seat, retarder, bunk, hot water boiler, refrigerator, video/TV/pa, cassette, Webasto, all white, MoT 8 Dec '95.....£123,000
1991 (April) KASSBOHRER SETRA S215 HD 'Tornado', 49 recliners, centre sunken toilet, courier seat, retarder, bunk, hot water boiler, refrigerator, video/TV/pa/cassette, Webasto, recent recon engine, all white, MoT 30 Sept '95.....£112,000
1988 (April) VOLVO B10M Jonckheere Jubilee, 49 recliners, centre sunken toilet, courier seat, retarder, bunk, coffee machine, refrigerator, video/TV/pa/cassette, exterior blue, MoT 23 Mar '95 (will MoT and respray white if required).....£64,750
1985 (June) MERCEDES 0303 Jonckheere P50, 51 recliners, centre sunken toilet, courier seat, retarder, bunk, coffee machine, refrigerator, video/TV/pa/cassette, all white, MoT 13 Feb '96.....£43,000
1983 (April) MERCEDES 0303, 53 seats, courier seat, air-conditioned, radio/pa/cassette, Webasto, exterior blue, MoT 11 Aug '95 (can respray white if required).....£27,750

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1985 LEYLAND 3500, 48 seats executive, MoT Oct £32500. 1977 DAIMLER FLEETLINE, northern counties, low bridge, various long tests. £4,250. Bus tyres and VAT
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1 x 1986 C Reg FORD TRANSIT, 16 seats, Dormobile Hood body, power door, MoT 3 February '95, Diff U/S.....£2000
1 x 1986 C Reg FORD TRANSIT, 16 seats, Dormobile body, power door, MoT expired, bodywork needs attention.....£2500
1 x 1987 D Reg FREIGHT ROVER SHERPA, 18 seats, Dormobile body, power door, MoT expired.....£3000
1 x 1987 D Reg FREIGHT ROVER SHERPA, 20 seats, Dormobile body, power door, MoT expired.....£3300
2 x 1987 E Reg FREIGHT ROVER SHERPAS, 20 seats, Carlyle 2 bodies, power door, MoT expired.....£3300 Each
1 x 1987 D Reg FREIGHT ROVER SHERPA, 18 seats, Carlyle 1 body, power door, MoT 16 September 1995.....£3500
1 x 1985 B Reg FORD TRANSIT, 16 seats, Dormobile body, power door, MoT 2 November 1995.....£2850
2 x 1987 E Reg FREIGHT ROVER SHERPAS, 18 seats, Carlyle 2 body, power door, MoT recently expired.....£3300 Each
1 x 1987 E Reg FREIGHT ROVER SHERPA, 18 seats, Carlyle 2 body, power door, MoT 27 May 1995.....£3800
2 x 1988 F Reg FREIGHT ROVER SHERPAS, 18 seats, Carlyle 2 bodies, power door, MoT expired.....£4000
3 x 1988 F Reg FREIGHT ROVER SHERPAS, 18 seats, Carlyle 2 bodies, power doors, MoTs expired.....£4000 Each
1 x 1985 B Reg DODGE 50 SERIES, 25 seats, Reeves Burgess body, power door, MoT 24 July 1995, 6 cylinder Perkins engine.....£4000
2 x 1978 T Reg LEYLAND LEOPARD, 49 seats, Plaxton Supreme 3 bodies, power door, MoTs May and October 1995.....£5900 Each
1 x 1977 S Reg BRISTOL VRT/SL3, 74 seats, ECW body, power door, Leyland engine, MoT 10 February 1995.....£5000
4 x LEYLAND NATIONAL 1975 to 1979 Reg, 44 to 52 seats, all with current MoT.....£5250 Each

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1988 E TALBOT EXPRESS 2.5, side door, radio, white exterior, MoT Dec '94

1987 D FREIGHT ROVER 2.5, 15 seat, luxury minicoach, MoT October '95

1987 D/E TALBOT 2.5 TRI-AXLE, 20 seats, power door, destination gear, choice of 7, various MoT dates

1986 C FORD TRANSIT 2.5 DI, 16 seats, 5 standees, power door, various MoT's, choice of 6

1985 PP LEYLAND TIGER PLAXTON PARAMOUNT 3500, 49 seats, rear toilet, semi auto, MoT Nov '95



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LUXURY COACHES

1985 B LEYLAND TIGER 245 DUPE CARRIBEAN II, 46 seats, toilet, power door, new MoT

1984 B LEYLAND TIGER 245 DUPE LASER II, 57 seats, power door, MoT Aug '95

1984 A LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500, 50 seats, toilet, power door, new MoT

1981 (W) BEDFORD YMT 500 DUPE DOMINANT II, 53 seats, power door

1980 (V) BEDFORD YMT DUPE DOMINANT II, 53 seats, power door, all white exterior, MoT April 95

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1988 LAG PANORAMIC, 11.6 DAF, ZF gearbox, retarder, 49 retrim recliners in attractive grey theme, courier seat, continental door, tinted double glaze windows, curtains, wired for two TV's, red/white exterior. Test Aug

1987 VOLVO B10M PARAMOUNT 3200, ZF, 51 recliners in grey/red, tinted windows, floor mount toilet, pivot door, repainted panier locker, (full accommodation for luggage between chassis and floor throughout), painted two pack white, ready to work. Choice

1985 TIGER 245 BERKHOF EVEREST II COACH, 53 Vogel recliners, demountable toilet, available. Impressive well appointed vehicle

1985 TIGER LASER II, 51 recliners in blue grey, floor mounted toilet, fully repainted, painted white. Test March '94

1982 VOLVO B58, ZF, 12 metre Dominant IV, 53 recliners, repainted, painted white/gold, tinted double glaze. Choice

1982 LEYLAND TIGER VIEWMASTER, 49 retrim in fawn moquette, bunk, drinks machine, wired TV, painted white two pack. Ready to work

1982 LEYLAND TIGER 218 ECW SERVICE BUS, 49 Deans service seats, luggage pen, good vehicle, ready to work. Test March '96

1974 B58 DOMINANT EXPRESS, 53 retrim, recent engine. New test

1991 DAF 400 16 SEATS, seat belts, good order. Test Dec '95

1989 LEYLAND DAF 350 DORMOBILE, 20 seater service bus, 3 standees, Ford Transit transmission, blue exterior, tidy. Tested 23.9.95

1987 FREIGHT ROVER 350 DORMOBILE, 20 seater, brown interior, re-painted white, clean and ready for work. Tested 19.1.96

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D884 PYS 1987 BEDFORD YNV CAETANO, 53 seater, MoT till Nov '95, new factory recon engine, under warranty till July.....£19,000 + VAT
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VOLVO 1987 B10M Duple 320, 57 reclining seats, all white, MoT April 1995

VOLVO 1981 B58 Duple Dominant, 54 seats, rear saloon toilet, MoT July 1995

DENNIS 1989 Javelin 320 Duple, ZF Automatic, 51 rec. seats, saloon toilet to nearside rear, interior brown stripe moquette with relief to luggage racks, exterior white with red/yellow relief, MoT December 1995. (Additional seats to make 57)

MAN 1991 10-180 35 seat Caetano Algarve, fitted with 27 rec seats, courier seat, trimmed in brown, with saloon toilet to offside rear, servery offside rear with fridge/hot and cold water/sink/storage cupboard, 5 full sized tables and table lamps, full draw gold curtains, TV/Video, exterior all white, additional seats. MoT July 1995

LEYLAND 1989 Tiger 260 Duple 320, 61 seats, re-moquetted luxury coach, painted all white, MoT March 1996

LEYLAND 1989 Tiger Duple 320, 57 reclining seats, all white, MoT Dec 1995

LEYLAND 1988 Tiger Duple 340, 57 reclining seats, all white, MoT April 1995

LEYLAND 1982 Leopard Plaxton Supreme, 55 fixed seats, MoT April 1995

DAF 1983 MB230 LAG Galaxy, 49 recliners, crew seat, toilet, drinks, fridge, wired for TV/Video, MoT November '95

BEDFORD 1983 11M YNT Duple Dominant IV Express, 53 seat, brown/orange interior.

BEDFORD 1979 YMT Duple Dominant, 53 seats, MoT August 1995.

FORD 1982 Plaxton, 51 seat coach, MoT November 1995

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293/3007/UN

A V E BERKHOF

1990 LEYLAND DAF 400, High Roof, 16 seats, cloth trim, interior grey, exterior red, MoT 22/3/95

1989 (G) SANOS CHARISMA, MERCEDES V8 engine, 49 recliners, crew seat, centre sunken toilet, continental door, double glazing, water boiler, peage window, radio/tape/PA, curtains. Grey/red interior, exterior white/red/orange. MoT 23/7/95

1989 (F) DAF MB230 PLAXTON PARAMOUNT 3500, 51 recliners, rear sunken toilet, continental door, power door, radio/tape/PA, tinted windows, curtains. Interior grey/red, exterior cream/red/brown. MoT 29/11/95

1989 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, crew seat, centre sunken toilet, side window blinds, aircraft style rack locker doors, interior fawn/brown, exterior white, no signwriting, MoT 29/3/96

1988 VOLVO B10M VAN HOOL ALIZEE, 53 reclining seats, crew seat, double glazing, side window blinds, Telma retarder, radio/tape, fawn/brown interior, exterior metallic blue/white/gold, MoT 12/12/95

1988 (E) DAF MB230 DKFL CAETANO ALGARVE, 51 recliners, sunken toilet, rear continental door, crew seat, power door, peage window, radio/tape, drinks machine, tinted windows, ferry lift and kneeling suspension, wired for video. Interior grey/red, exterior white unsignwritten. MoT 11/5/95

1983 (PP) LEYLAND TIGER PLAXTON PARAMOUNT 3200, 53 seats, power door, radio/tape, grey/red moquette, formica side panels. Exterior white/blue/red.

1978 BRISTOL LHS PLAXTON SUPREME, 35 retrimmed seats, radio/tape, power door, red curtains, grey/red/orange moquette, grey/fawn floor, power steering, exterior cream/red/maroon, MoT 31/3/96

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1987 (E) VOLVO B10M JONCKHEERE P599

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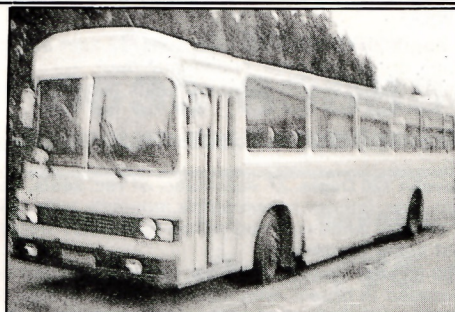
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90 TRANSIT, 16 side door, Deansgate.
90 MERCEDES 408D, 16 all FF seating.
90 TRANSIT, 15 diesel PSV auto Deansgate
90 TRANSIT, 16, side door, Deansgate.

89 CHARISMA 0303, 49 exec

89 MERC 609, coach spec, 23
89 MAZDA, 14 seat, PSV, tested.
89 MERCEDES 609, 19 + Boot, p door
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89 FREIGHT ROVER, 16, high roof, PSV.
89 FREIGHT ROVER, 16, PSV.
89 CITROEN, 14 PSV diesel.

88 VOLVO B10 Duple 320, 57 seats.

88 TALBOT, Triaxle, 13 + 2 wheelchairs, PSV

88 MERC 609, p door, 21 seats
88 RENAULT DODGE, 25, service bus, auto.
88 TRANSIT, 12, PSV, SWB, Diesel
88 MERC 609, 23 coach, boot, tested.
88 F MERCEDES 709, 21 coach spec.
88 TRANSIT, petrol, 12 seats.
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87 MERC 814, 29 seats, PMT body.

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86 SETRA DOUBLE DECK, new test

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bus, manual box
86 IVECO, 19 service bus tested.

85 SETRA, exec, 49, toilet, TV

84 DAF JONCKHEERE, 49, toilet, exec

84 VOLVO IRIZAR, 49 toilet, TV exec

83 VOLVO JONC, 57 seat, P90, new test

83 DODGE R BURGESS, diesel, auto, 17 F
door.

82 LEYLAND VIEWMASTER, 49 + toilet, exec

82 DENNIS, V8 auto Alexander Service Bus.
81 BEDFORD, Plaxton 29, P door
81 LEOPARD DUPLÉ EXPRESS, 53
81 BEDFORD, 53 Duplé, Testing.
80 FORD, 35 seat Duplé II, tested
79 LEYLAND PLAXTON EXPRESS, 49
79 FORD, 35 Duplé II testing
79 FORD, 31 turbo testing
79 VOLVO DUPLÉ II, 48 rec, toilet. Tested.
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77 VOLVO PLAXTON, 53 8 speed, new test.

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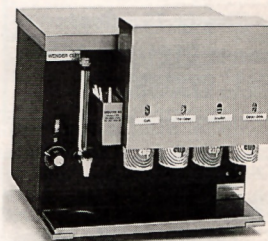
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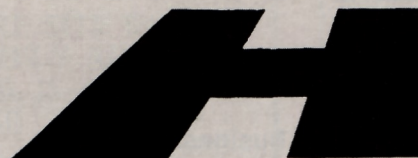
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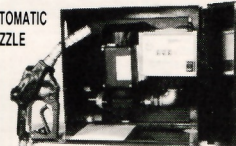
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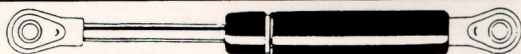
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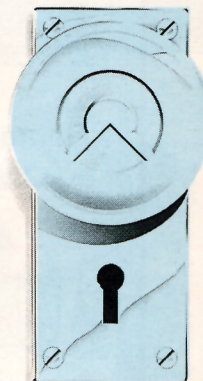
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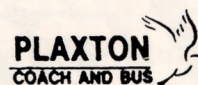
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1991 VOLVO B10M GL PLAXTON PARAMOUNT 3500	H647 UWR
53 reclining seats, rear continental door, Telma retarder, double glazing, aircraft type lockers, Webasto.	
1990 VOLVO B10M GL PLAXTON PARAMOUNT 3500	G57 RGG
49/53 reclining seats, centre demountable toilet, centre continental door, crew seat with locker, aircraft type lockers, moquette to roof, blinds to windows.	
1990 DAF MB230 PLAXTON PARAMOUNT 3500	G555 JAW
51 reclining seats, crew seat, rear sunken toilet, rear continental door, Webasto, curtains, splitter gearbox.	
1989 DAF MB230 PLAXTON PARAMOUNT 3500	F203 DRN
51 reclining seats, rear sunken toilet, rear continental door, crew seat, side lockers, coffee machine	
1989 DAF SB2305 DHTD DUPL 320	UIJ 648
57 luxury coach seats, power door, tinted windows, centre aisle carpet, moquette to roof	
1988 VOLVO B10M GL PLAXTON PARAMOUNT 3500	E581 UHS
49 reclining seats, nearside centre sunken toilet, nearside centre continental door, crew seat, air-conditioning, side lockers, aircraft type lockers	
1988 LEYLAND TIGER 260 ZF PLAXTON PARAMOUNT 3200	F79 VWK
53 reclining seats, power door, curtains, side lockers	
1988 DENNIS JAVELIN DUPL 320	E751 HJF
55 reclining seats, power door, soft trim.	
1986 DAF MB200 CAETANO ALGARVE	C170 WKS
50 reclining seats, crew seat, rear sunken toilet, rear continental door, plug door, side lockers	
1984 LEYLAND ROYAL TIGER PLAXTON PARAMOUNT 3500	A118 YEP
49/53 reclining seats, centre demountable toilet, centre continental door, crew seat, Telma, double glazing, Webasto	

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1994 L EOS90 Integral, 51R/Toilet
1994 L DAF WS3000 Van Hool Alizee H, 51R/Toilet
1994 L DAF KS3000 Easishift Van Hool Alizee H, 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee DH, 51R/Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee DH, 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee H, 51R/Toilet
1994 LT DAF MB2301 T Auto Van Hool Alizee H, 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee DH, 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee DH, 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee H, 51R/Toilet
1993 K DAF SB3000 Auto Van Hool Alizee H, 51R/Toilet
1993 K DAF MB230LT Van Hool Alizee H, 51R/Toilet
1993 K DAF MB230LT Van Hool Alizee H, 51R
1992 J DAF SB3000 Van Hool Alizee DH, 51R/Toilet
1992 J DAF MB230LB Van Hool Alizee H, 51R/Toilet
1992 J DAF MB230LT Van Hool Alizee H, 51R/Toilet
1991 H DAF SB2305 Van Hool Alizee DH, 51R/Toilet
1990 G SCANIA K93, Van Hool Alizee, 55R
1990 G DAF MB230LT Van Hool Alizee H, 51R/Toilet
1990 G DAF MB230LT Van Hool Alizee SH, 53R/Toilet
1989 F DAF SB2305 Van Hool Alizee DH, 53R
1989 F DAF SB2305 Van Hool Alizee DH, 51R/Toilet



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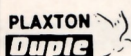
PARTS & SERVICE

1989 F DAF MB230LT Plaxton 3500, 53R
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 53R
1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
1989 F DAF DHTD Duple 320SL, 51R/Toilet
1989 F DAF SB220 Optare Delta, 2 door, 37 luggage pens
1988 PP VOLVO B10M Van Hool Alizee SH, 49R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF SB2300 Duple 340 SL, 53R
1988 E DAF MB230LT Plaxton 3500, 49R/Toilet
1988 E DAF MB230LB Plaxton 3500, 53R
1987 D LEYLAND, Tiger 245 Duple 340, 53R
1987 E LEYLAND, Tiger 245 Plaxton 3200, 57
1986 C LEYLAND, Tiger 245 Duple 340, 51R/Toilet

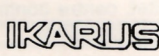
HIGH QUALITY USED COACHES

1990 G DAF DHTD, Duple 320, 53R
1988 E DAF MB200 FL Plaxton 3500, 51R/Toilet
1987 D DAF SB2300 Plaxton 3500, 49R/Toilet
1987 D DAF MB230LB Duple 340, 53R
1986 C DAF MB200FL Plaxton 3500, 51R/Toilet
1986 D DAF MB200FL Plaxton 3500, 49R/Toilet
1989 F VOLVO B10M Plaxton 3200, 53R
1984 PP LEYLAND, Tiger Duple Dominant IV, 53

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